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USAF ACCIDENT/INCIDENT REPORT

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

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1. DATE OF OCCURRENCE (Year, month and day) 1964, March 9 323 187		2. VEHICLE(S)/MATERIAL INVOLVED (TMS & Serial No., if applicable) E-106A 59-124 LP 91-9		3. FOR GROUND ACCIDENTS ONLY (Type Code and Report Serial No.) 64-3-9-1 N/A	
4. PLACE OF OCCURRENCE: STATE, COUNTY, DISTANCE AND DIRECTION FROM NEAREST TOWN. IF ON BASE, IDENTIFY. IF OFF BASE GIVE DISTANCE FROM NEAREST BASE. 6 NM SW, Murfreesboro, North Carolina Langley AFB, Va. 56NM from				5. HOUR AND TIME ZONE LOCAL 0804EST	
6. ORGANIZATION POSSESSING OWNING VEHICLE OR MATERIAL Major Command ADC		TIME OF MISAP Subcommand or AF —		7. WING 26th ADiv	
8. (List organizations of second vehicle, if they differ from item 7 above) SRI		9. BASE AND COMMAND SUBMITTING REPORT (Do not Abbreviate) Langley Air Force Base, Air Defense Command		10. LIST OF PERSONNEL DIRECTLY INVOLVED (For aircraft include operator and all other persons whether in plane or out. If more space is required to list all personnel, use additional sheet(s).)	

10. LIST OF PERSONNEL DIRECTLY INVOLVED
(For aircraft include operator and all other persons whether in plane or out. If more space is required to list all personnel, use additional sheet(s).)

Last Name	First Name	M.I.	Grade	Service No.	Assigned Duty	Aero Rating	Injury to Individual
Love, Waldo E, Jr		01	Capt	AO2221237	Pilot	Sr Plt	None
				B			1 engine

11. NARRATIVE DESCRIPTION OF ACCIDENT: Give a detailed history of flight, or chronological order of facts and circumstances leading to the mishap as applicable, the results of investigation and analysis to include discussion of all cause factors noted, findings, and recommendations, and any corrective action taken. (Continue on reverse, if more space needed.)

HISTORY OF FLIGHT

On 9 March 1964 Captain Waldo E. Love, Jr., AO2221237 and 1 Lt D. C. Gildart, 63053A, were briefed to fly a low altitude intercept mission southwest of Langley AFB, Va. Captain Love flying F-106A 59-124 (MG 09) and 1 Lt Gildart flying F-106A 59-134 (MG 10) departed Langley at 0728 local using the standard AFIO departure. Mike Golf 10 states that during the climb Mike Golf 09 aircraft was siphoning fuel in a large stream from the right wing. Upon reaching 15,000 feet Mike Golf 09 proceeded to run intercepts on Mike Golf 10 aircraft to accomplish WSEM checks. After the first pass Mike Golf 10 states that Mike Golf 09 aircraft appeared OK. At this time Mike Golf 09 stated his right drop tank seemed not to be feeding.

DESCRIPTION OF AIRCRAFT ACCIDENT

Approximately 0801 local Mike Golf 09 transmitted that he was experiencing minor engine vibrations, to standby, followed by rapid transmissions of oil pressure fluctuations, smoke in the cockpit and severe vibrations. A snap vector to Oceana was requested and received of 080 degrees approximately 80 miles. Mike Golf 09's last transmission was high oil pressure and flame out at which time his radio failed. All aircrews that heard the transmissions state that the sequence of events

12. AUTHENTICATION			
CERTIFICATION BY (TMS)	TYPED NAME AND GRADE	SIGNATURE	DATE
Investigating Off	MAJ ROBERT B GILLICK	Robert B. Gillick	19 Mar 64

took place in approximately one (1) minute's time.

Mike Golf 09 states he made a large S-turn, then steadied out on a 080 degree heading for Oceana and started a glide at approximately 300 knots, pulled his visor down and prepared to eject at an altitude of 5,000 feet. At 5,000 feet and between 280 knots and 300 knots Mike Golf 09 successfully ejected from the aircraft; [REDACTED]

The aircraft was observed to make a right 90 degree turn with approximately a 60 degree bank slight nose low. The aircraft crashed and exploded in a swampy area 6 miles southwest of Murfreesboro, North Carolina. The flight path was 174 degrees on an angle of 43 degrees through the trees to impact area. The right wing tip contacted the ground with a resulting cartwheeling of the aircraft and explosion, scattering wreckage south, east and west.

Upon arrival in the area by rescue aircraft, the pilot was located by sighting his parachute spread out in a field next to a house and calls over the URC-11 radio. After landing the pilot was given a check by the flight surgeon who determined he was apparently OK. The pilot and his equipment were loaded aboard the helicopter and flown to the 48 FIS area.